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LETTS'S DIARIES, 1911. [a26]

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[a28]

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Liabilities of the former are transferred to the  
RUSSO-ASIATIC BANK.

RUSSO-CHINESE BANK.

Hongkong, 19th October, 1910. [a1190]

NOTICE.

THE Assets, Liabilities and Business of the  
RUSSO-CHINESE BANK have been  
taken over by the RUSSO-ASIATIC  
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and the Business formerly carried on by the  
RUSSO-CHINESE BANK will be continued by  
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RUSSO-ASIATIC BANK.

Hongkong, 19th October, 1910. [a1191]

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Hongkong, 24th July, 1905. [a358]

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TELEGRAPHIC ADDRESS "COMFORT,"  
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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a55]

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## BIRTH.

On the 18th October, at No. 6, Mosque Junction, to Mr. and Mrs. L. F. V. LESTER, a son. Both mother and child are doing well.—Shanghai and Lisbon papers please copy. [1193]

## MARRIAGE.

On October 19th, at St. John's Cathedral, by the Rev. Arthur B. Thornhill M.A., Harold, youngest son of Mr. CHAS. DEWBURY, of Walsall, Staffs, England to Norma Evelyn, eldest daughter of Mr. R. A. NICHOLSON, of the Cosmopolitan Dock, Kowloon. [1195]

HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC.

## The Daily Press.

HONGKONG, OCTOBER 20TH, 1910.

ONCE more the attention of the world is rivetted upon Persia. The continued prevalence of disorder in that unhappy country has caused the British Government to intervene and to say that unless order is restored in the Southern half of the Empire—that is to say, within what is recognised as the British sphere of influence—within three months she herself will take measures at Persia's expense to organise a local force under the command of Anglo-Indian officers to re-establish and preserve peace and order in the provinces. In certain quarters the presentation of the Note has been assumed to mark the end of that policy of non-intervention which Great Britain and Russia a few years ago agreed to observe, but the latest telegrams go to show that both Great Britain and Russia are extremely reluctant to intervene. Both Powers are acting in accord, and the British Note, which we may point out relates only to the disorders in the South, has been presented with the full concurrence of Russia; so that there has been no breach

of the friendly understanding arrived at two or three years ago. Both, we are told in the telegram we publish this morning, are firmly resolved on non-intervention so far as is compatible with the interests and safety of foreigners and the maintenance of order. Practically then, the threatened action on the part of the British Government to itself organise and control a force for the preservation of order in the Southern provinces of Persia amounts to nothing more than what was done by Great Britain in South China a few years ago. When the Canton authorities failed to suppress piracy in the West River after repeated remonstrances had been made, the British Admiral instituted a patrol of the river with British gunboats. Thereupon the Chinese authorities accelerated their own arrangements for discharging this important duty, and when Admiral Moore was satisfied with their arrangements for the policing of the river he withdrew his gunboats. Something of this kind seems to be all that the British Government intends doing in Persia. Early in August when the new Cabinet submitted its programme to the Melbourn, or Parliament, it announced its intention immediately to employ foreign advisers to undertake the necessary reform of the police, to improve administration in the provinces, to punish disorderly elements, to increase the provincial garrisons to 30,000 men, to establish a central force of 6,000 men, to take immediate steps to cover the deficit in the Budget, and to undertake reforms of the Courts of Justice and schools. In reply to an interpellation with regard to the Russian troops in Northern Persia, the Foreign Minister stated that he hoped soon, with the friendly assistance of the Powers, to obtain their withdrawal. Nothing substantial apparently has been done to give effect to these promises so far as they affect the brigandage and disorder which has for so long been rife in Southern Persia. Hence, Great Britain's warning. Presumably Russian troops are still in Northern Persia, and perhaps their presence there has served to protect the North from the disturbances so common in other parts of the country. The outlying province known as Persian Beluchistan has set the authority of the Toheran Government at defiance, and we read that no Persian official dare show his face beyond Bam. No revenue has been collected for nearly two years, and the Baluchis are now a law unto themselves. They are quite prepared to raid into Persia proper if there is any effort made to coerce them, and acts of brigandage are common. The old trade route between Bandar Abbas and Kirman is infested with bands of robbers armed with modern high velocity rifles, and no leaders of caravans venture to use it. This, however, is to the gain of India, for trade is reported to be quiet along the Nushki route which is absolutely safe, and its popularity is stated to be steadily growing. One derives the impression from recent news that the Persian Government is incapable of dealing satisfactorily with the state of anarchy which seems to so widely prevail, and we imagine that the Note which has been addressed to it by the British Government will be welcomed rather than resented by the peaceful and law-abiding inhabitants if not by the governing authorities who have so signally failed to preserve the conditions essential to trade and to the progress, contentment and happiness of the people.

The practice reel dances for St. Andrew's Ball will be held on November 8th, 15th and 22nd.

The appointment of Mr. A. F. Churchill, of the Colombo Drainage Works, as Assistant Director of the Public Works, Hongkong, was confirmed by the Secretary of State by cable to Colombo on the 2nd inst.

The police have been informed that three barrels of Vamm oil valued at \$180 have been stolen either from the s.s. *Aragonia* or from the Hongkong and Kowloon Wharf and Godown Company between the 8th and the 14th inst.

For snatching a gold hair pin from a woman's head at West Point a Chinese was yesterday ordered by Mr. E. R. Hallifax to go to prison for six months with hard labour, to be exposed in the stocks for four hours and to receive twelve strokes with the birch.

A gambling raid was made at 57, Staunton Street on Tuesday, and though the usual stampeded occurred eleven men were arrested. A hukong among the police had his ankle sprained. Yesterday Mr. Hallifax fined the leader \$50 for keeping a common gaming house and the others were fined \$4 each.

The Duff Development Company's issue of £250,000 six per cent convertible debenture stock was to be made in London on Monday at par. The issue has been guaranteed by powerful financial houses, and is made with a view to providing large funds for the further development of the company's territory in Kelantan. Colonel Ivor Phillips, M.P., the Chairman, says that an active policy will be pursued. Mr. Duff sails for the East on the 3rd of November

Miss Kathleen Louise (Kalla) Noble, younger daughter of the late Mr. G. E. Noble, of the Hongkong and Shanghai Bank, was married in London last month to Mr. Edmund F. Callaghan, of Parkside, Ravenscourt Park, W.

A daring case of snatching has just been reported to the police. As Mrs. Maria Roberts, of Ashley Road, Kowloon, accompanied by her husband, was proceeding from the Wing Lok Street Wharf—having just returned from Macao—along the Praya a coolie darted to the side of the vehicle in which she was sitting and snatched from the arm of the child on her knees a rattan bangle mounted with gold valued \$18. The alarm was raised, but the thief succeeded in making his escape.

Undaunted by the capture of one of their number on Monday night the fishing fleet using dynamite returned to Stanley Bay on Tuesday night and resumed their illegal operations. This time P. S. Gerrard got them between himself and the land and made another capture with all the dynamite and fuses in addition to a fair haul of fish. The master and his six felons were brought before Mr. E. R. Hallifax at the Magistracy, and the former was fined \$50 and the others \$10 each. An additional fine of \$10 was imposed on the master for conveying dynamite without having it properly labelled as dangerous.

An interesting prosecution was heard before Mr. Hallifax at the Magistracy yesterday when four chair coolies were charged with not returning a bundle of clothing left in their vehicles to the Captain Superintendent of Police or the nearest Police Station Police and were also charged with stealing the same. The coolies had taken two fares from the China Hotel to Seymour Road, and demanded thirty cents, which the passengers refused to pay, offering twenty, which was accepted after much discussion. The parcel of clothing, which was valued at \$25, was taken away in one of the chairs. His Worship, after hearing the evidence, declined to convict and the defendants were discharged.

The wedding was celebrated at St. John's Cathedral yesterday of Mr. Harold Dewbury, son of Mr. Charles Dewbury, of Walsall, Staffordshire, to Miss Norma Evelyn, daughter of Mr. R. A. Nicholson, Cosmopolitan Dock. The ceremony, which was witnessed by a large congregation, was performed by the Rev. A. B. Thornhill, the service being fully choral. The bride, who was given away by her father, was attended by Miss Georgette Brotherton Barker and Miss Josephine Allen Nicholson (sister), and the bridegroom was supported by Mr. Wallace J. Hansen. The bride wore a beautiful gown of duchesse ivory satin made in the empire style. The corsage was of broché velveteen *à la robe* and the court train was of broché silk trimmed with heavy cream lace. She also wore a plain veil of silk Brussels tulle and a wreath of orange blossoms. She carried a bouquet of white flowers with trailers of evergreen and maiden-hair fern and white satin streamers. A reception was held after the wedding at the residence of the bride's parents.

## MACAO.

A correspondent writes to us from Macao as follows:—

The only visible changes in Macao, since the advent of the Republic, are in the flag and in the unbecoming attitude of the soldiers and sailors, specially the latter. Not content with insulting the Jesuits and the priests they have now started to bully in the street other people. The worst feature of the whole thing is that the superior officers seem powerless. The men seem to think that Republic means anarchy. If the authorities do not stop this sort of thing it might drive away people from the place. It would not be a bad move if the *Patria* were to go out for a cruise.

## CAPTAINS AND PILOTS.

The Imperial Merchant Service Guild have lately been interesting themselves in the case of the wreck of the British India Steamer *Satara*, which occurred on the 20th April last below Seal Rocks on the Australian Coast. The Marine Inquiry into the matter was held at Sydney, N. S. W., where the interests of the Captain of the steamer were defended by the Guild solicitors at the port, Messrs. Marshall & Marks. At the time of the casualty a daily recognised pilot—provided by the company—was conducting the navigation of the ship. It appears, however, that this pilotage was not compulsory and the Judge at the inquiry, Judge Backhouse, stated that this method of navigation, though customary, was justified neither by law nor good navigation, and that the Captain should have seen that the course set by the pilot was a dangerous one. He stated, however, that the Captain had not attempted in any way to mislead the Court and had shown excellent seamanship after the mishap, this having been taken into consideration. The Captain's certificate was suspended for six months. Acting upon certain comments contained in the judgment of Judge Backhouse, the Guild addressed a communication to him acquainting him of the fact that they were much impressed with the severity of the decision. They pointed out that as the owners of the steamer provided the pilot it was only natural that the Master should repose every confidence in him in connection with the navigation of the ship. Further, it was urged that the pilot, apparently, was devoting close attention to the safe navigation of the vessel, and, according to the Captain's judgment, there was no reason to think that a grave risk was being invited. Judge Backhouse has now caused a communication to be addressed to the Guild, stating that, on consideration, the suspension of the Master's certificate has been reduced, as a matter of grace and not of right, the opinion being expressed that the Master should have shown the pilot that the ship was being run into danger. The Guild have expressed their satisfaction at the reduction of the suspension and it is understood that the Captain's certificate has now been returned to him.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

H.M.S. "NEWCASTLE"  
BREAKS. DOWN

LONDON, October 19th.  
A telegram from Malta reports that H.M.S. "Newcastle" left there for China on the 15th inst. but has returned owing to internal defects which it will take eight days to remedy.

## THE SITUATION IN PERSIA.

ANGLO-RUSSIAN RELATIONS.

LONDON, October 19th.  
Renter's Agency learns that the British Note was presented to Persia after consultation with Russia.

The two Governments are acting in accord, and there can be no question of partition, both being firmly resolved on non-intervention so far as is compatible with the interests of the safety of foreigners and the maintenance of order.

## THE ATLANTIC AIRSHIP.

ATTEMPT TO CROSS THE OCEAN ENDS IN DISASTER.

LONDON, October 19th.  
The Captain of the Royal Mail Steamship Co.'s liner "Trent" has reported by wireless telegraphy that he has picked up Mr. Wellman and his crew of five on the morning of the 18th.

The airship has been abandoned. The rescue was made in latitude 35.43 and longitude 68.18.

LATER.  
Mr. Wellman and the other members of the crew of the airship were rescued 350 miles off Cape Hatteras. They had covered 850 miles in 69 hours, which beats the record both for distance and time.

The rescue was extremely lucky, for they were in an unfrequented part of the ocean.

The steamer "Trent" was inaugurating a new service between New York and Cuba.

## A STRAITS LOAN.

A London telegram dated October 19th says:—  
The three and a half per cent. Straits loan of two and three-quarter millions was underwritten yesterday, and will be offered to the public tomorrow at 95.

## TREATMENT OF COOLIES ON RUBBER PLANTATIONS.

The President of the Planters' Association of Malaya at a recent meeting of that body, expressed appreciation of the action of the Government in strengthening the Department of Agriculture and passing the Rubber Dealers Bill, and he took occasion, at the same time, emphatically to deny the truth of reports that the coolies on estates were badly or cruelly treated. While he admitted that in times of depression planters had not always been able to look after their own or their coolies' health, every effort was being made to-day to protect the health of the European and Asiatic employees. A lot of labour was coming in from India. As to offending coolies, some magistrates fined them, while others only ordered them to return to the estate. He thought steps should be taken properly to protect planters' interests.

The use of Chinese coolies in Lower Perak is, it is said, giving satisfaction, the chairman of the Planters' Association there stating that he had recently engaged 100 Chinese, and estimated that they would cost the estate 40 cents each a day, including everything. About 10 per cent. of them were opium smokers. On one estate in the district the coolie was expected to tap 400 trees a day, two cuts only, but this was a big task, for on other estates the number ran from 250 to 300, for which 35 to 40 cents a day was paid.

## LATEST STEAMER MOVEMENTS.

The American & Manchurian Line steamer *Karens* left Sabang on the 17th instant, and is due here on about the 24th instant.

The H.A. Line's str. *Suevia* left Singapore on the 19th instant a.m., and may be expected here on or about the 25th instant.

The O.S.K. str. *Tacoma* left Tacoma for this port via Japan and Manila on the 15th instant, and is expected to arrive here on or about the 20th prox.

The I.G.M. str. *Buelow*, which left here on the 21st ultimo, at noon, arrived at Genoa on the 17th inst., at 10 p.m.

The C.P.R. Co.'s str. *Empress of Japan* left Yokohama on the 18th instant, at 3 p.m. for Victoria and Vancouver, B.C.

## SUPREME COURT.

Wednesday, October 19th.

IN CRIMINAL JURISDICTION.  
BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A FIRST OFFENDER.  
Yung Kin Chin, shroff to the Medical Hall, was indicted on two counts of uttering a forged document.

The Attorney-General (Hon. Mr. W. Rees Davies, K.C.) instructed by Mr. H. L. Denny, senior, Acting Crown Solicitor, appeared for the Crown, and Mr. Eldon Potter, who was instructed by Mr. F. C. Barlow, from the office of Messrs. Geldring, Barlow & Morrell, represented the accused.

Prisoner pleaded guilty on both counts.

It was thought that the prisoner had misunderstood the interpreter, and with the concurrence of the Attorney-General the charges were again read to him, and he was asked to plead a second time.

He said, "I did it. I plead guilty."

The Attorney-General then informed the Court of the facts. The prisoner, he said, was a shroff in the employ of the Medical Hall, which was a German Dispensary. On September 10th he went to the office of Messrs. Jebson & Co., where Mr. Riecken was employed as an assistant. There he presented for payment a document for \$14.30 which purported to be a bill from Messrs. Schmidt & Co., gun and rifle makers, for that sum. He asked for payment of the amount, which was handed over on the faith of the endorsement of J. Riecken upon the bill, and he went away. Some time afterwards, when the shroff was entering the amount in the books, he became suspicious, and on skimming the receipt to Mr. Riecken, that gentleman said he knew nothing about it. The defendant was again communicated with, went to Messrs. Jebson & Co. on the 19th, and the shroff showed him the receipt and said it was not Mr. Riecken's signature, and informed him that that gentleman had never had any business with Schmidt & Company. Defendant at first denied that the receipt was the one he had handed in, but ultimately admitted it. Johnson's shroff asked him to refund the \$14.30, and said he would return the receipt. Defendant said he had not got the money, but he gave a sort of indemnity to the shroff. On this being signed the police were communicated with, and accused was arrested. Mrs. Schmidt had stated in evidence that she had no business dealings with Mr. Riecken, also that the defendant had no authority to collect money for her. The receipt given by the defendant corresponded in form with the receipts given by the Medical Hall. In this case the Attorney-General suggested that his Lordship should adopt a course which was not uncommon: that was, to ask the police authorities what was known of the defendant. This was only one of many similar frauds.

Mr. Potter said there would have been no other frauds of this kind proved against the defendant on his trial. If there had been, he would have been indicted on them.

His Lordship—What strikes me at once is that this printed form is a forgery on the face of it.

Mr. Potter—There is not the least doubt of it, my Lord. On the face of that document it is a patent fraud, and no man in his sane senses would take it to Jebson's shroff to get money on it.

His Lordship—It is only patent to an Englishman, not to a Chinaman.

Mr. Potter said it was patent to all. The moment that the shroff examined the receipt he detected it. On September 10th he presented a forged order, it was cashed, and an hour afterwards the forgery was detected. Nothing was done until September 19th, and in the interval the defendant went about his ordinary duties, although he must have known that the moment Mr. Riecken saw the document he would detect the forgery. In these circumstances Messrs. Jebson & Co.'s shroff sent for the accused. He went there and was confronted with the receipt, and the shroff told him he got the money on it. He said, "Oh, no, I didn't," but when the circumstances were related to him he admitted having got it.

The Attorney-General—The prisoner says he is guilty, and my learned friend says he is not guilty. It is like the celebrated case before Mr. Justice Hawkins in which a man said he was guilty and the jury brought him in not guilty.

His Lordship (to Mr. Potter)—Your point now is to bring forward certain facts in mitigation.

Mr. Potter said it was. He was going to call before the Court Mr. Niedhardt, one of the witnesses for the prosecution, who would say that during the years the defendant had been his shroff he had no fault to find with the shroff's work. The accused never failed to appear at the proper time to square up his accounts, and acted in every way as an honest man would.

His Lordship—If you adduce evidence of character there can be a counterblast.

Mr. Potter said he would not go further than the depositions.

His Lordship—What is the age of the defendant?

Mr. Potter—Twenty-two.

His Lordship—Is there a First Offenders' Act?

Mr. Potter—Yes, your Lordship has power to bind the defendant over to come up for judgment when called upon. If there was ever a case which ought to come within this Ordinance it is this, and I would ask your Lordship to deal as leniently as possible with the accused.

His Lordship said he should deal with the case on its merits without any extraneous evidence, and he was not influenced by what had been said by learned Counsel with regard to the

prisoner's conduct, because on the bare facts it seemed that he was a perfectly honest shroff to those who employed him. But he availed himself of the knowledge which he acquired as a shroff to defraud other people. With regard to this being a temporary lapse from good behaviour, his Lordship said he could not possibly adopt that view because it was as deliberate a forgery as could well be imagined. Accused had pleaded guilty to uttering a forged document knowing it to be forged, and the facts seemed to his Lordship to show a very deliberate commission of the crime. The one point in prisoner's favour, which he would take into account in passing sentence, was the fact that he had pleaded guilty. Accused would be sentenced to two years' imprisonment with hard labour.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCIPAL JUDGE).

Yau Lee, a lady's tailor of No. 11 D'Aguiar Street, sued a former employee of his named Chin Kwai Fook, for the sum of \$57.90 being for wages advanced and lodging. Mr. Reader Harris appeared for the plaintiff and Mr. Sydenham Dixon for the defendant. The case lasted all day and was eventually adjourned by the Judge for his consideration.

A HOTELKEEPER'S LIABILITY.  
His Lordship delivered judgment in the case in which J. C. C. Lorentzen and Mrs. A. M. Lorentzen sued L. Gamenau, proprietor of the Astor House Hotel, for \$250, being damages done to the goods and belongings of plaintiffs owing to and through the negligence of defendant and his servants whilst plaintiffs were staying at the hotel. His Lordship was satisfied that the luggage hall, in which plaintiffs' luggage was stored, had become swamped during heavy rains, and after reviewing the evidence he said that his finding on the facts adduced was in favour of the plaintiffs and it was not necessary for him to decide the point of law raised by Mr. Hodgson that the common law liability of defendant as landlord commenced from the time the luggage receipts were handed to Mr. Blumenthal. There would be judgment for plaintiffs and costs and the question of damage would be referred to the Registrar.

LOCAL SPORT.  
HONGKONG ASSOCIATION FOOT-  
BALL LEAGUE.

SECOND DIVISION.

The fixtures for 1910-11 are appended—

1st Round.  
H.K. Police v. 88 Coy. R.G.A.  
83rd Coy. R.G.A. v. B.O.C.

87 Coy. R.G.A. v. B.O.C.  
Must be completed on November 5th, 1910.

2nd Round.  
87 Coy. R.G.A. v. B.O.C.  
88 Coy. R.G.A. v. 83rd Coy. R.G.A.

H.K. Police Bye.  
Must be completed on November 12th, 1910.

3rd Round.  
83rd Coy. R.G.A. v. 87 Coy. R.G.A.  
H.K. Police v. B.O.C.

88 Coy. R.G.A. Bye.  
Must be completed on November 19th, 1910.

4th Round.  
H.K. Police v. 87 Coy. R.G.A.  
B.O.C. v. 88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.  
Must be completed on November 26th, 1910.

5th Round.  
83rd Coy. R.G.A. v. H.K. Police.  
88 Coy. R.G.A. v. 87 Coy. R.G.A.

B.O.C. Bye.  
Must be completed on November 24th, 1910.

6th Round.  
87 Coy. R.G.A. v. B.O.C.  
83 Coy. R.G.A. v. 83rd Coy. R.G.A.

H.K. Police Bye.  
Must be completed on December 3rd, 1910.

7th Round.  
83rd Coy. R.G.A. v. 87 Coy. R.G.A.  
H.K. Police v. B.O.C.

88 Coy. R.G.A. Bye.  
Must be completed on December 10th, 1910.

8th Round.  
H.K. Police v. 88 Coy. R.G.A.  
83rd Coy. R.G.A. v. B.O.C.

87 Coy. R.G.A. Bye.  
Must be completed on December 17th, 1910.

9th Round.  
83rd Coy. R.G.A. v. H.K. Police.  
88 Coy. R.G.A. v. 87 Coy. R.G.A.

B.O.C. Bye.  
Must be completed on December 24th, 1910.

10th Round.  
87 Coy. R.G.A. v. B.O.C.  
83 Coy. R.G.A. v. 83rd Coy. R.G.A.

H.K. Police Bye.  
Must be completed on December 31st, 1910.

11th Round.  
H.K. Police v. 87 Coy. R.G.A.  
B.O.C. v. 88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.  
Must be completed on January 7th, 1911.

The dates given for above matches must be adhered to as far as possible except by the order of the Committee.

Secretaries of Clubs will be notified of the ground and names of referees each week and the local Press will also be notified.

A. S. ELLIS,  
Hon. Secretary and Treasurer.

## KOBE GOLF CLUB.

THE "HAPPY VALLEY" CUP.

A competition took place on Sunday, the 9th instant, on the Hokkaido Golf Links, Kobe, for the "Happy Valley" Cup very kindly presented by Messrs. Bird, Garrett, Sutherland, and Tator, of Hongkong. The conditions of the competition were 36 holes match play versus Bogey, under handicap, and was open only to resident members of the Kobe Golf Club. The weather was fine, and the course in good order, and out of a field of 25, Mr. H. B. Daint, from the +2 mark, was the winner, being one up on the Colonel.

The following returns were handed in:—

H. E. Daint ... + 2 1 up  
J. L. Crockett ... scratch All square  
H. B. Nicholl ... 14 2 down  
W. Galloway ... 5 3  
E. Des Voeux ... 5 4  
W. G. Feast ... 14 5







NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and to special business matter THE MESSRS. HUGHES & HUGHES. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.O. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

HONGKONG.

IN THE POLICE COURT AT VICTORIA.

Rey by JO KANG WOO Complainant, versus AU KA PING Master of the KWONG SANG Firm Defendant.

To AU KA PING, the Master of the KWONG SANG Firm, and all others to whom it may concern.

NOTICE IS HEREBY GIVEN that unless cause is shown to the contrary at 10 o'clock in the forenoon, on SATURDAY, the 29th day of October, 1910, at the Police Court at Victoria aforesaid the goods and things the subject matter of this prosecution, namely: 52 Boxes containing Medicine Pills, 7 Empty Pill Boxes, 5 Medicine Pills and 1 Bundle of Wrappers seized at No. 141, Bonham Strand, Victoria aforesaid, on the 23rd day of June, 1909, will be forfeited.

Dated the 18th day of October, 1910.

G. A. WOODCOCK, Magistrate's Clerk.

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA," Captain Bekhorn, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their disposal at the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 19th October, 1910. [1192]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo Ex. S.S. "THERAPIA" from Smyrna. NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 19th October, 1910. [5]

JUST PUBLISHED:

"POPPY PETALS,"

By D.R.C.

Author of "LUI SING,"

"The Flight of an Arrow," &c.

Price \$3.50.

THESE TALES are not the worn tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary reader.

KELLY & WALSH, Ltd.

Hongkong, 27th September, 1910. [1114]

JUST UNPACKED.

A SPECTACULAR ASSORTMENT of the following Latest Novelties:

Up-to-DATE STYLES.

The "Setwell" Hair Rolls,

Hair Frizzettes.

The Improved "Coiffette," Hair

Rolls.

The "Turbanette," Latest

Parisian Flexible Hair Forms.

Indispensable to the Present

Style of Hair-Dressing.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 15th October, 1910. [707]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [58]

INTIMATIONS

HARMSTON'S CIRCUS.

THE OPENING NIGHT has been POSTPONED until FRIDAY, 28th October. Further Particulars later.

R. ALTON, Agent.

Hongkong, 17th October, 1910. [1173]

THE ROYAL HONGKONG YACHT CLUB.

NOTICE.

SEASON 1910-1911.

THE SEASON will OPEN on SATURDAY, November 5th, at the Club House, when Races will be held for Yachts sailed by Ladies and Rowing Races will also be arranged. Racing will commence at 3.00 p.m., and it is hoped all Members will be present and will bring their Friends.

By Order, S. J. CHINCHEN, Hon. Secretary and Treasurer.

Hongkong, 19th October, 1910. [1188]

G. R.

SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the walls should be lime-washed in respect of all the Walls of each Room, all Cielings, Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Queen Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yau-mai Service Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 15th day of October, 1910.

W. BOWEN ROWLANDS, Secretary.

[1174]

FOR SALE.

REMAINING PORTIONS of MARINE

LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-163]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

APPLES

APPLES

"TASMANIAN STURMERS"

OF

EXCELLENT QUALITY

20 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,

Wholesale and Retail Importers, Pig

Iron and Foundry Cast Ironmongers, General

Storekeepers and Shipchandlers. Nos. 35 & 37,

Hing Loong STREET, (2nd St., west of Central

Market). Telephone No. 515. [495]

NEW CARTRIDGES.

By popular English Manufacturers. In

all Bares and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 88SG. at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

PUBLIC COMPANY

HONGKONG FIRE INSURANCE CO.,

LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that a SCRIP CERTIFICATE with respect to 4 shares numbered 7701/7704 in the above-named Company standing in the name of Mr. YEONG NAI ON of Hongkong, has been

LOST and should the same not be produced before the 2nd proximo, a new Scrip Certificate will be issued to the said Mr. YEONG NAI ON, and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th October, 1910. [1189]

NOTICE OF FIRM

SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and Mr. LEUNG WING PO has been Appointed

MANAGER. The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI, TSI YUK CHING, SUM AK MING, FUNG KUNG CHUN, CHAN SING HO, CHEUNG YUNG CHAU, CHUNG MAN HING, CHAN TSI MUT, LEUNG HOK LAU.

Hongkong, 11th October, 1910. [1165]

NOTICE OF REMOVAL

WE have This Day REMOVED our

Offices to No. 8, DES VUEX ROAD

CENTRAL, 2nd floor (corner of Ice House St.)

WEASER & HAVEN.

Architects and Surveyors.

Hongkong, 1st October, 1910. [1134]

WANTED.

A QUALIFIED DOCTOR for a Steamer

to Singapore for two trips this year.

Must possess a Diploma recognised by the

Straits Government.

Applications should be made on or before

20th inst. to—

KIN TYE LUNG,

No. 27, Bonham Strand W.

Hongkong, 17th October, 1910. [1179]

SITUATION WANTED.

Situation as Lady's Amah or Baby

Nurse. Speaks English fluently.

Apply to—

Care of "Daily Press" Office.

Hongkong, 14th October, 1910. [1170]

INSURANCE

NORTH BRITISH AND MERCANTILE

TITLE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1909

£19,875,357.

I. Authorized Capital ... £6,000,000

Subscribed Capital ... 3,275,000

Paid-up Capital ... 1,212,500

II. Fire Funds ... 3,488,136

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 19th July, 1910. [788]

JUST RECEIVED and FOR SALE for

the PRESENT SEASON.

From the AGRICULTURAL and HORTICULTURAL

ASSOCIATION of LONDON.

A selection of the best varieties of their famous

VEGETABLE and FLOWER

SEEDS.

ALSO

GARDEN FERTILISERS, BOOKS ON GARDENING,

&c., &c.

GRACA & CO.

1131 27, DES VUEX ROAD, HONGKONG.

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBBERG & CO

Sole Agents.

LABUAN COAL.

NOTICE—THIS COAL can only be

obtained from THE LABUAN COAL

FIELDS CO., LD., who are prepared to Supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labor Labuan."

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Hongkong, 12th August, 1909. [931]

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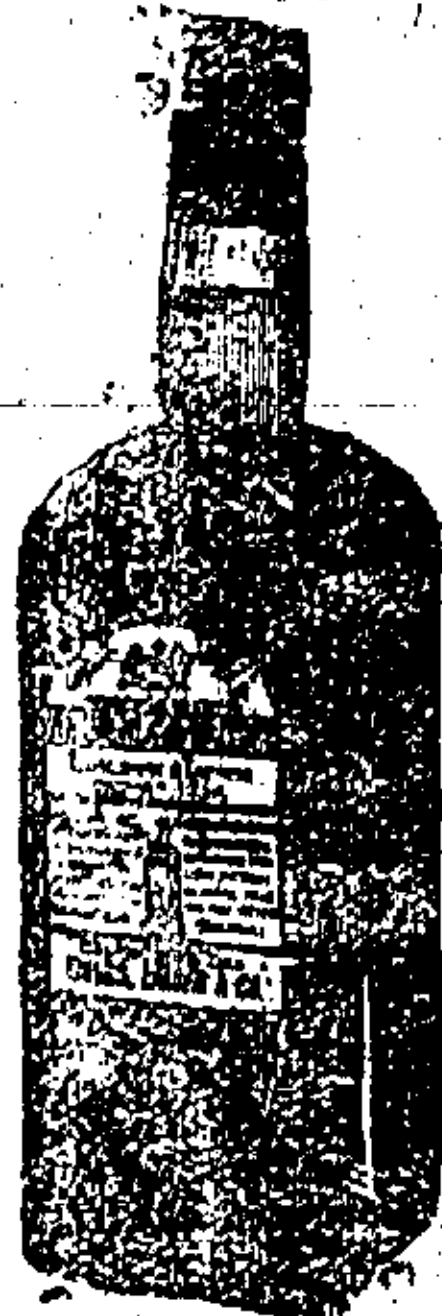
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LOSS of MEMORY and DEBILITY and to feed the NERVES

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**PROSPEROUS GLYCERATE OF LIME**

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Anemia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

### HONGKONG TIDE TABLE.

From October 20th to 26th, 1910

HIGH WATER.				LOW WATER.			
Day	Time	Height	Day	Time	Height	Day	Time
Tues	10 47	8.4	Wed	10 47	8.4	Thurs	10 47
Wed	11 46	8.4	Thurs	11 46	8.4	Fri	11 46
Thurs	12 45	8.4	Fri	12 45	8.4	Sat	12 45
Fri	13 44	8.4	Sat	13 44	8.4	Sun	13 44
Sat	14 43	8.4	Sun	14 43	8.4	Mon	14 43
Sun	15 42	8.4	Mon	15 42	8.4	Tues	15 42
Mon	16 41	8.4	Tues	16 41	8.4	Wed	16 41
Tues	17 40	8.4	Wed	17 40	8.4	Thurs	17 40
Wed	18 39	8.4	Thurs	18 39	8.4	Fri	18 39
Thurs	19 38	8.4	Fri	19 38	8.4	Sat	19 38
Fri	20 37	8.4	Sat	20 37	8.4	Sun	20 37
Sat	21 36	8.4	Sun	21 36	8.4	Mon	21 36
Sun	22 35	8.4	Mon	22 35	8.4	Tues	22 35
Mon	23 34	8.4	Tues	23 34	8.4	Wed	23 34
Tues	24 33	8.4	Wed	24 33	8.4	Thurs	24 33
Wed	25 32	8.4	Thurs	25 32	8.4	Fri	25 32
Thurs	26 31	8.4	Fri	26 31	8.4	Sat	26 31
Fri	27 30	8.4	Sat	27 30	8.4	Sun	27 30
Sat	28 29	8.4	Sun	28 29	8.4	Mon	28 29
Sun	29 28	8.4	Mon	29 28	8.4	Tues	29 28
Mon	30 27	8.4	Tues	30 27	8.4	Wed	30 27
Tues	31 26	8.4	Wed	31 26	8.4	Thurs	31 26

### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 18th

	Previous Day	On Date at 10 A.M.	On Date at 4 P.M.
Barometer	30.01	30.03	30.04
Temperature	78	78	76
Humidity	78	72	80
Wind Direction	East	East	East
Force	3	2	8
Weather	o	o	o
Rain	—	—	—

Highest open air temperature on 18th.....77  
 Lowest open air temperature on 18th.....73

## ACROSS CHINA AND TURKESTAN.

### XL.—KASHGAR.

(FROM "THE TIMES" PEKING CORRESPONDENT.)

KASHGAR, July 3rd.  
 Kashgar has a large population which is increasing with great rapidity, as, indeed, is the population of all Far Western China. There is progressive increase in the area of cultivation and a marked improvement noticeable even within the last few years in the millinery of the climate. By climatic changes, trade routes closed for centuries are being reopened. Trees grow rapidly, and infinitely more trees are being planted for the timber is marketable and the natives now grow trees for marketable purposes. In the time of Yakub Beg trees were taxed, with the result that the timber was destroyed to evade payment of the tax. Rain then fell at rare intervals, and after evaporation a saline incrustation was left on the soil, highly prejudicial to plant life. Now in the warm season it rains quietly and frequently, and there are no longer complaints of saline deposits. Never have the rice fields of Kashgar been planted so widely as this year. The territory is unusually rich in fibre-producing plants. One deep-seated shrub growing in unlimited quantities was recently found to contain all the essentials of jute. Properly developed fibre cultivation gives promise of great possibilities, while equally promising is the extended cultivation of cotton and of silk. This rich and fertile country, where millions of people "live their tranquil and uneventful lives in their fertile oases, never set back by the ravages of famine or of epidemic," is a vast market where alone complete the goods of the two rival but now friendly Powers of Central Asia, Russia and England. Yet how unfair is the competition.

OBSTACLES TO BRITISH TRADE.  
 Russia fosters her trade, and as her trade relations develop, her former influence is being re-established. She builds roads up to the frontier. She encourages China, who even compels China, to continue these roads to Kashgar. But the Indian Government glories in the badness of the awful roads which Indian traders, trying to sell British manufactured goods, have to surmount in order to bring their wares to market. It is incredible that in these days of strenuous competition British manufacturers, whose goods are thus excluded, should submit to such treatment. Captain Shuttleworth, the competent Indian frontier officer who was in charge of the British Consulate during 1908-1909, writes in his trade report:—"If more routes were opened to the trade with India, trade would benefit to an enormous extent. Military considerations have prevented such routes being opened before. Yet it seems undesirable to stifle trade and prevent its proper expansion for fear of a possible invasion by a route which could be destroyed at selected points in a few minutes." And Mr. Macartney, writing with still higher authority in 1908, after referring to the abundance of money among the Turkestan Chinese, writes:—"The wealth has increased to an extraordinary degree, and the increasing use made of it to purchase goods of foreign origin, adds—'Indian trade must remain handicapped so long as it is confined to the Ladakh route, the longest, the most elevated, the most inhospitable and for the shortest season opened of all the three main thoroughfares between India and Chinese Turkestan.'"

Russian trade with Kashgar increased from £165,000 in 1902, when the Consulate was established, to £239,000 in 1906, but has since suffered temporary decline to £247,500 in 1909. Last year British trade, which amounted to 44 lakhs of rupees in 1908, showed an ominous decrease, cotton piece goods imported from England being some two-thirds less than the previous year.

Exports of native production enter Russian territory duty free. Imports from Russia into Chinese Turkestan are exempt from duty when imported and owned by Russian subjects, but are subject to these duties when imported and owned by Chinese subjects. British imports enjoy similar immunity. Russian piece goods are aided by what is called a bounty, but what is really a refund of the duties paid upon the raw materials and part of the machinery used in their manufacture on their importation into Russia. Russo-Chinese trade relations across the frontier are governed by the St. Petersburg Treaty of February 24, 1881, by the provisions of which China was permitted to re-establish her authority in the greater part of Kuldja, which had been occupied by Russian troops since 1871.

Recently the commercial clauses of this treaty have been denounced by China, who had, unfortunately for herself, been prevented from denouncing them, as the treaty provides, ten years ago, at the end of the previous decennial period, owing to the Boxer outbreak. Negotiations for their revision began next year, and promise to be long and difficult. Two main features of the treaty objected to by the Chinese are—first, the stipulation in Clause XII, which grants the right of free trade, both in exports and imports, to Russian subjects in the new dominion as far as the Great Wall; and, secondly, the vagueness of the wording by which "locality" can be claimed by one side to mean the town only and by the Russians to mean the whole Consular district.

COMMUNICATIONS WITH RUSSIA.  
 The treaty protects the Russian subject, and thus covers all the goods in his possession. Equality of treatment has to be given to British subjects, but the provision barely hardly upon the Chinese and permits their being made good in their own territory by foreigners. Russian trade and British trade are, however, in no sense on an equality. Russia has a servicable cart road from Russian Turkestan right to Kashgar city, the Chinese having been compelled to make their section of the road and throw a bridge over the Kashgar river. The bridge, by the way, is now in ruins. It was built by a Russian contractor, and did not last one season. Russia thus has a direct trade line when the new railway is built. A reference to the map gives this. At present the two chief main routes to Kashgar from Russian Turkestan are—first, a route available for pack animals only from the railway at Andijan by Osh and Gulistan, entering Chinese territory at Irkeshtam, and thence in five stages reaching Kashgar city; and, secondly, the important cart road which leaves the Tashkent-Central Railway near the station north of Tashkent at Khabulak, runs by Pishpek, Tokmak and Kutmak, on the Lake Issik-Kul, to Narin, a total distance of 544 miles, and thence enters China by the Turgat Pass, reaching Kashgar city in ten stages. All Russian officials travel this way. They can travel the whole way in three days. East of Tokmak is Vierny, a city connected by cart road with Kuldja in the one direction and with Semipalatinsk in the other. Vierny will be the future junction of the Central Asian Railway with the Siberian Railway. At Vierny the future Tashkent Railway will be linked with the projected railway running from the Kuldja frontier to Semipalatinsk and Omsk.

While Russia is steadily developing her trade routes with Chinese Turkestan and excluding British manufactured goods by prohibitive tariffs, the policy of the Indian Government

is a reverse one, and, by discouraging British trade, is indirectly fostering Russian trade. Russian Turkestan subjects can pass freely into India without passports, but British Indian subjects cannot enter Russian Turkestan without passports, for the visa of which fees have to be paid to the Russian authorities. Which is the more businesslike policy? Russians tax the subjects to whom they give protection, and thus maintain an establishment that is almost self-supporting. At present no fees are collected from British subjects in Chinese Turkestan, not even registration or passport fees, the Indian Government, no doubt, feeling diffidence in taxing traders already burdened by the badness of communications. To collect duties due to Shikarpuri users, and to do so with infinite trouble, knowing often that the debt is orally unjust, and then to hand over the money without deduction of fee is the height of misdirected Government generosity. Yet the British community would gladly pay Consular fees, and our Consulate, which will now presumably be raised to a Consulate-General, could be made self-supporting. At present we do not possess a Consulate building, but want the finest site in the whole city. For some paltry £8,000 this site can become British property, but the condition of our Indian finances will not permit of such an expenditure. So one fine morning we may find that the property has been purchased over our heads by some Russian trader.

THE BRITISH CONSUL.  
 No one can write from Kashgar without paying his tribute of praise to the British representative in this far distant spot. Mr. Macartney has rendered conspicuous service to his country. His knowledge of frontier questions is unique. His name is a household word in Western China. Throughout Chinese Turkestan our Consul is known as the British official whose action in bringing about the liberation of the slaves captured from States under the protection of the Indian Government by Kanjuti slave raiders led directly to the abolition of all slavery in the province. For years he had to contend against the powerful Russian Consul-General Petrovsky. His action in the Boxer year is believed to have prevented the Russian occupation of Kashgar. In 1900, at the time of the Boxer outbreak in North China, the consular staff, consisting of a British Consul and a Russian Consul-General, made a bold attempt to induce a Russian occupation of Kashgar. He reported that a similar outbreak was imminent in Kashgar, that there was danger to life and general insecurity, and he called for a large increase in the strength of his Consular guard. It is on record that at the same time the British representative was reporting to the Indian Government that everything was tranquil and there was no danger of outbreak. The policy of Mr. Petrovsky did not receive the support he hoped for. On the ground, however, that frontier communications were threatened, the Consul-General obtained from the Chinese the right to station an outpost at Tashkurgan, in Sarikol, 54 miles within the Chinese border, for the protection of the mails, and this outpost has remained there since.

Exceptional gifts are required to fill adequately the post of British Consul in Kashgar. A knowledge of Chinese is essential, for the Chinese officials, unlike the English officials in India, speak their own language only. Equally essential is a knowledge of Turki, the native language of Turkestan; of Hindustani, the language of intercourse of Hindu traders; of Persian, which is the language of the office, and of Russian. To an observer it would seem essential that the Consul should be given an assistant from the Chinese Consular service. More and more the Chinese are impressing their influence upon the province, and as the province is now subjected to the same system of government as that established in China proper, it is much to be desired that our Consul should have the assistance of one conversant with affairs in China proper.

China's foreign relations in Kashgar are at present satisfactory. It is curious to find China still preserving the fiction of being the joint suzerain of the province over the protected Indian State of Hunza. The deposed Thum of Hunza is an exile in Chinese territory. At the installation of his half brother as his successor China claimed the right to take equal part in the ceremony, and sent two officials, one civil and one military, to represent her. Permission was given them to be present as spectators. They subsequently reported that they had carried out their instructions. Hunza still pays tribute to China. Every January four or five Kangtuis from Hunza appear before the Tashkent in Kashgar and present him with a small ingot of gold weighing less than one ounce. Then they perform the low-toe to him as the representative of the Emperor of China. For such a service they are rewarded in the same generous manner as is rewarded the deccennial tribute mission from Nepal.

### CHINA'S LESSONS FOR INDIA.

The India Mirror. The Reform movement in China is one of the marvellous things which are to be noticed to-day. Many lessons are to be derived from it by those who are working for the advancement of India. The first thing which we should learn is that fitness is the condition precedent to any kind of concession and that the true standard of fitness is not book-learning acquired by a small portion of the community, but the intellectual and moral worth of the nation as a whole. Intellectual and moral worth, as a whole, is reflected in social conditions. Let us ask how far we, in India, have advanced in these directions. The Chinese and Japanese, it should be remembered, are homogeneous nations. They have no such institution as the caste system standing as an insuperable obstacle to progress. India is caste-ridden to a degree that defies description. And what are we doing to remove this evil from our midst? China has stood up valiantly to banish opium from the Empire. Here, in India, ten thousand times more deadly in its effects, the evil of early marriage. Some of us are tearing our lungs out for political privileges; cannot they have a word to spare for social reform? Early marriage, enforced widowhood, general ignorance of the female population and of the masses, the miserable condition of the depressed classes—these are the subjects which demand the attention of Young India. If it can be possible for China to stamp out such a long-standing evil as the opium habit, why can we not put an end to the disgraceful custom of early marriage? Let India show her fitness by accomplishing these reforms; and all reasonable political concessions that may be asked for will follow as a matter of course. To put the matter briefly we must raise ourselves socially and morally to be a nation worthy of respect.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—  
 KOWLOON BOOK STALL, Ferry Wharf  
 Messrs. H. RUTTON & SONS, Kowloon Store, No. 36, Hapshing Road.  
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 Mr. AH YAU, Hongkong Ferry Wharf Stall

## THE FORCES OF DISORDER IN PORTUGAL.

### SOME UGLY PROGNOSTICS.

Under these headings the Lisbon correspondent of a London contemporary wrote on the 21st ult.:

On Saturday last the King signed a decree of amnesty for Press offences which benefits certain Republican journalists who have persisted in insulting him and the Queen Mother and in inciting the ignorant populace to armed revolt. On the following day the police discovered no less than 171 bomb cases, with materials for making explosives, in the room of a Republican named Borges; and also laid hands for the second time on a person who had followed the same occupation in the time of Joao France. These facts are significant. To the disgust of recent citizens the present Government since its accession to power has, for Party purposes, favored the enemies, not only of the Monarchy but of law and order (for the physical force group appear to have captured the Republican Party), and now it has to confess to the possession of proof that the revolutionaries are preparing a decisive blow.

Lisbon lately elected ten Republican Deputies, because the Government chose to split the Monarchist vote, and thereupon Dr. Afonso Costa, the mob leader, gave King Manuel "not to quit." Since then the King has been conducting a campaign against existing institutions in the French Press, in partnership with the Grand Master of Portuguese Freemasonry, Dr. Magalhães Lima. The other day he was reported in a Lisbon paper to have assured a reporter of *Le Journal* in an interview that the coming revolution would be "a kindly affair; we shall kill the least possible number of persons." He has further stated that the day is not far off, and he ought to know.

In the time of the Dictatorship the Republicans accused the activity of their friends by saying that tyranny provoked reaction, but the hollowness of this excuse is seen now when Portugal has a Government so Liberal that it prosecutes a few harmless triars and gives rope to sedition-mongers of a dangerous kind. It is no wonder that the Republicans approve a Government which is serving their ends so well that all Conservatives are despairing of the future.

Weakness almost amounts to a crime in the times Portugal is passing through. Things have reached such a state that the Government must either radically change its policy or it will dig the grave of the Monarchy. For the sake of the English residents it is to be hoped that the British Government will watch events closely. A revolution would mean murder and pillage, and the criminal population of the capital, once let loose, could not be expected to distinguish between native and foreigner. Once there was a French Fleet in the Tagus, and it would be well if there were at least one warship there or in the neighbourhood at the present time. The Lisbon roughs are cowards at heart, and the sight of a British ironclad would inspire them and their leaders with wholesome fear and save our countrymen from molestation should the worst happen.

**MARTIN'S**  
**APIOL-STEEL**  
**WATER-PILLS**

A French remedy for constipation, indigestion, biliousness, headache, neuralgia, etc. It is a sign of any irregularity of the system or of any accumulation of bile, that the system is out of order, and that the system is out of order, and that the system is out of order.

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SOLE AGENTS IN HONG KONG, CHINA & MANILA:  
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### NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
 IMPERIAL GERMAN MAIL LINE.

### NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., General Agents

Hongkong, 16th October, 1910. [6]

# **PREMIUM BONDS**

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

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MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [886]

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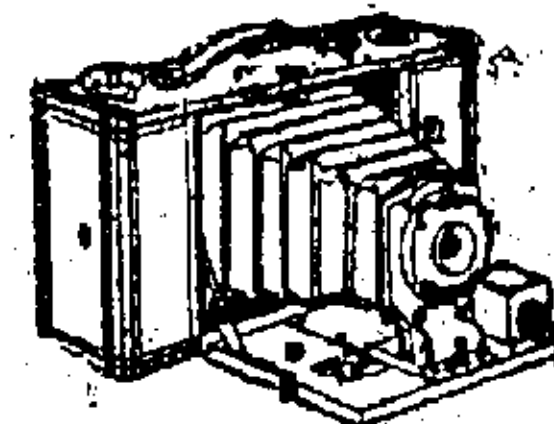


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## TRY

# WEISMANN'S COFFEE

## ROASTED AND GROUND ON OUR PREMISES DAILY.

In ½ lb. and 1 lb. Tins.

[846]

## **COLEMAN'S** **WINCARNIS,** **THE GREATEST TONIC** **IN THE WORLD.**

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

### BUY IT TO-DAY

From any leading Chemist.

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Wholesale Distributors for China and Hongkong.  
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### NOTICES TO CONSIGNEES

SWEDISH EAST ASIATIC CO., LTD.  
 GOTHENBURG.

### NOTICE TO CONSIGNEES.

THE Steamship

"PEKING" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

OLOF WILK & CO., CHINA AGENCIES

Hongkong, 15th October, 1910. [1183]

### NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

### THE P. & O. S. N. Co.'s Steamers

"JAPAN," Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910. [1]

### "MOGUL" LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. "SIKH"

FROM MIDDLEBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted



**WATERMELONS.**

Shanghai to Kwat .....

**VEGETABLES, &c.**

Archieba's Shanghai Yai Chai Chuk.....

Loo See Tsoi - Amoy .....

Nga Shun - Bamboo Shoot .....

Ngai Tai - Beans, Sprout .....

Tau Kok .....

Min Tau .....

Pin Tau .....

Moon Bai Tai - Beans .....

Macao (French) .....

Hung Tai Tsoi Sho Beesroot .....

Kan Shan - Cane .....

Yuen Ke - Brinjals Green .....

Tring Ke .....

Bai Tsoi - Brassica .....

Bai Tsoi - cabbage Chinese .....

Shai Kai Tsoi - Shanghai .....

Kam Shui - Carrots .....

Yo Tsoi - Cauliflower .....

Yo Tsoi - Large Size .....

Chung Yo Tsoi - Cauliflower .....

Celery, China Siao .....

Young Cat Tsoi - Celery, Eng. ....

Kwa - Bitter Squash .....

Kon Lat Chiu - Chillies, Dried .....

Fung Lat Tsoi - Chillies, Green .....

Hung Fa Tsin - Chillies, Red .....

Teung Koi - Corn .....

Ka Li Tsoi Liu - Curry Stalk .....

English .....

Shuee Tau - Garlic .....

Lo Keung - Ginger, old .....

Tes Keung - Ginger, young .....

Twing Tsao - Onion .....

Kan Lik - Horse Radish, Stal. ...

Suk Mai - Sweet Corn .....

Young Shang Tsoi - Lettuce .....

Muah Malou .....

Shang Tsai Kin - Mushrooms .....

fresh .....

Young Ts'ung Tau .....

Bombay .....

Shang Tsung - Onions, Green .....

Fai Fun Tsung Tau - Onions, Japanese .....

Shanghai Tsung Tau - Onions, Shanghai .....

Ma Ko - Potato .....

Young Yuan Shi - Potatoes, Eng. ....

Foohoch Shu Tai - Potatoes .....

Foohoch .....

Shanghai Shu Tai - Potato .....

Shanghai .....

Yat Pan Shu Tai - Potatoes, Japanese .....

O Min Shi - Potatoes, Macao .....

Macao .....

Fa Ko Shu Tai - Potatoes, American .....

Fan Shu - Potatoes, Sweet .....

Tsing Kwa - Pumpkin .....

Ma Ko - Potato .....

Hung Lo Pa Tai - Radish .....

Kon Tsung Tau - Spinach .....

Yin Tai - Spinach .....

Fa Tau - Taro .....

Fa Ko - Tomatoes .....

Lo Pak - Spinach Chinese .....

Kan kok .....

Lien Ning - Water Cress .....

Young Lo Pak - Turnips, Eng. ....

Tail Kwa - Vegetable Marrow .....

Ma Tai - Water Chestnuts .....

Common .....

Kwai Lam Ma Tai - Water .....

Chanqua, Mandarin .....

Sai Yuong Tsoi - Water Cresses .....

Tai Shu - Yamus .....

\$age .....

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the rates fixed by it.  
W. BOVENS-BOWLANDS,  
Secretary, Sanitary Board.

**MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**BRITISH**

Alcorcy, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Act.-Comdr. P. H. Noble, M.V.O., Yangtze.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddie, en route to Hongkong.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. E. H. Donovan, Weihaiwei.

Cadmus, British aloft, 1,070 tons, i.h.p. 1,400, i.d., Comdr. H. Lyness, cruising.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong.

Glio, British, 800 tons, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, cruising.

Fams, torpedo-boat destroyer, 340 tons, 5 guns, 5,700 i.h.p., Lt.-Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, cruising.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Gay, V.P., Shanghai.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Monro, cruising.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. G. C. Heathcote, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. St. St. J. Farquhar, Hongkong.

Kinsla, river gunboat 615 tons, i.h.p. 1,200, Lieut.-Comdr. W. C. Lucas, Canton.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Kudat, B. N. Borneo.

Minorca, armoured cruiser (flagship Vice-Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Act.-Capt. A. Lowndes, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain H. L. P. Heard, cruising.

Mooreen, gunboat, 320 tons, 6 guns, 4,000 i.h.p., Lieut.-Comdr. G. E. Leith, West River.

Nightingale, river gunboat, 850 tons, 240 h.p., Lt.-Comdr. Claude Hillierdale, Woodward, B.N., Yangtze.

Otter, torpedo boat destroyer, 365 tons, 6 guns, 6,300 i.h.p., Comdr. E. Stevenson, cruising.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. B. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 5,000, Gunner W. Trillo, B.N., Hongkong.

Tamar, roving ship, 4,650 tons, 6 guns, Comr. Sydney, Hongkong.

Tesl, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. R. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong.

**VIRAGO, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. C. E. Lloyd Thomas, Hongkong.**

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Harcourt, Hongkong.

Widgeon, gunboat, 185 tons, 2 guns, 830 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooks, Yangtze.

Woodark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Malock, Yangtze.

**AUSTRIAN**

Kaiserin Elisabeth, Austrian protected cruiser, 4,000, Frigatekapitan Oskar Haus, Northern Waters.

Paathor, third class cruiser, 1,530 tons, Frigatekapitan, Theodor Skerl Bd. von Schmidheim.

**BERNOLTH**

Achéron, armoured gunboat, 1,330 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 23 guns, 5,100 h.p., Commander Fourrier, H'kong.

Aloneite, gunboat, 508 tons, 7 guns, 400 h.p., Commander Badin, Saigon.

Argus, river gunboat, 189 tons, 6 guns, 570 h.p., Lieut. Anderson, Balaneta, gunboat.

Cimiero, gunboat, 140 tons, Reserre, Saigon.

Coronado, gunboat, 184 tons, Reserre, Saigon.

Dédalo, gunboat, 630 tons, 10 guns, 890 h.p., Lieut. de Linard, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 23 guns, 17,000 h.p.

Dessai, armoured cruiser, 7,573 tons, 23 guns, 17,000 h.p.

Eclair, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Estoc, gunboat, 141 tons, Reserre, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon.

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Riviere, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.

Lyxar, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.

Montcalm, armoured cruiser (flagship), 9,367 tons, 33 guns, 19,950 h.p., Esc. Admral de la Croix d'Castries (Commander-in-Chief).

Manche, surveying-ship, 1,635 tons, 10 guns, 900 h.p., Commander Rigot de la Touche, Saigon.

Monquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandret, Saigon.

Oiry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maladreville, Upper Yangtze.

Pelho, river gunboat, 150 tons, 4 guns, 280 h.p., Lieut. H. Eschen, Tongka.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Morlier, Saigon.

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortons, Hongay.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Rodonante, battleship (reserve), 9,331 tons, 37 guns, 6,200 h.p., Capt. Doust, Saigon.

Styr, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Serlot, Saigon.

Takou, destroyer, 330 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vanban, torpedo-depot, Commander Mortons, Hongay.

Vétéran, torpedo-depot, Lieut. Bibet, Cap Salnt-Jacques.

Vigilant, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Danahall, Sinking.

**GERMAN**

Aroona, cruiser, 2,718 tons, Captain von Hippel, Amoy.

Iltis, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Captain Laus.

Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wehner.

Leipzig, cruiser, Captain Engel.

Lueth, gunboat 850 tons, 10 guns, 1,341 h.p., Captain Bolken.

Lotharberg, armoured cruiser (flagship), 1,433 tons, 52 guns, 26,000 h.p., Kapitän zur See Mann.

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.

Torpedo boat "Sig", Kapitän Lieut. Hayden Tiger, gunboat, 900 tons, 10 guns, 1,800 h.p., Captain v. Koss.

Tielingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.

Vaterland, gunboat, --- tons, 3 guns, 500 h.p., Captain Toussaint.

**ITALIAN**

Calabria, protected cruiser, 2,428 tons, 23 guns, 4,000 h.p., Capitano Maria Osannova di Jerosera.

Figlia, protected cruiser, 2,428 tons, 23 guns, 7,000 h.p., Capitano Guisval Vigozzi Martines Lorenzo.

**PORTUGUESE**



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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 29th inst., at Noon
LONDON & ANTWERP via SINGAPORE, &c.	PAWLAN	Brit. str.	—	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	On 2nd Nov.
COPENHAGEN	TRANQUERAR	Dan. str.	—	—	MELCHERS & Co.	On 27th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	OLOF WILJ & Co., LTD.	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOHAYIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzelins	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & HAMBURG via STRAITS &c.	G. FRED. LARSEN	Ger. str.	k. w.	Knebel	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG via STRAITS &c.	SENTERBIA	Ger. str.	k. w.	Knebel	HAMBURG-AMERIKA LINIE	On 18th Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SEBASTIA	Ger. str.	k. w.	Bohle	HAMBURG-AMERIKA LINIE	On 9th Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	OCENIA	Ger. str.	—	Sollner	MESSAGERIES MARITIMES	On 25th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at D Light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 9th Nov., at D Light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th Nov.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SUEVIA	Ger. str.	k. w.	Kotzke	HAMBURG-AMERIKA LINIE	On 25th inst., at 5 p.m.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Ger. str.	—	Raich	SANDER, WIELER & Co.	On 22nd inst.
NEW YORK via PORTS & SUEZ CANAL.	INDRAVELLI	Am. str.	—	—	SHEWAN, TOMES & Co.	About 29th inst.
NEW YORK	LOTHIAN	Brit. str.	—	—	DODWELL & Co., LTD.	To-day.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	KUMERIC	Brit. str.	—	G. B. McGill	CANADIAN PACIFIC R. Co.	On 29th inst., at 7 A.M.
VANCOUVER (DIRECT) via SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 2nd Nov., at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C., & TACOMA via JAPAN, &c.	CHICAGO MARU	Jap. str.	2 m.	—	NIPPON YUSEN KAISHA	On 2nd Nov., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 22nd inst., at Noon
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 24th inst., at Noon
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	BUTO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 24th inst., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	F. Isoko	NIPPON YUSEN KAISHA	On 24th inst., at Noon
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Ger. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 24th inst., at Noon
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	H. Poterson	NIPPON YUSEN KAISHA	On 24th inst., at Noon
YOKOHAMA	KAWACHI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 24th inst., at Noon
Kobe & YOKOHAMA	AKI MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 24th inst., at Noon
NAGASAKI, Kobe & YOKOHAMA	KUMANO MARU	Jap. str.	—	J. B. E. Eames John	NIPPON YUSEN KAISHA	On 24th inst., at Noon
JAPAN	CHIPERANG	Brit. str.	—	F. Mooney	JAVA-CHINA-JAPAN LIGN	Quick despatch.
SHANGHAI	CHISHU	Brit. str.	1 m.	A. Harris	JARDINE, MATHESON & Co., LD.	On 24th inst., at Noon
SHANGHAI, MOJI, Kobe & YOKOHAMA	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	To-day, at 4 p.m.
SHANGHAI, Kobe & YOKOHAMA	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	To-morrow, at 10 A.M.
SHANGHAI	ANRUI	Brit. str.	1 m.	Charbonnel	BUTTERFIELD & SWIRE	On 22nd inst., at 11 A.M.
SHANGHAI, Kobe & YOKOHAMA	TOKIN	Brit. str.	—	F. Wheeler	MESSAGERIES MARITIMES	On 24th inst., at 4 p.m.
SHANGHAI	KWONGSANG	Brit. str.	—	E. Combes	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, MOJI & Kobe	COLONDO MARU	Jap. str.	—	—	OKADA SHOSHEN KAISHA	On 27th inst., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	HUYUN MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., LD.	On 23rd inst., at Noon
SHANGHAI, Kobe & MOJI	FOORSANG	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	ARCADIA	Ger. str.	k. w.	Kotzke	HAMBURG-AMERIKA LINIE	On 4th Nov.
SHANGHAI, Kobe & YOKOHAMA	SEBASTIA	Ger. str.	—	—	OLOF WILJ & Co., LTD.	On 11th Nov.
SHANGHAI, Kobe & YOKOHAMA	SIAM	Dan. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LIGN	Quick despatch.
SHANGHAI	THIBODAS	Dut. str.	—	—	OKADA SHOSHEN KAISHA	On 25th inst., at 10 A.M.
AMPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
TAMSWI via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	A. H. Stewart	DOUGLAS LAFRAIK & Co.	On 23rd inst., at 11 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 25th inst., at 11 A.M.
SWATOW, AMOY & FOCHOW	HAINUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 25th inst., at 11 A.M.
SWATOW, CHEFOO & TIENTSIN	HAICHANG	Brit. str.	2 h.	G. Hooker	BUTTERFIELD & SWIRE	On 22nd inst., at Noon
HAIPHONG	KUEICHOW	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	SINAG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 22nd inst., at Noon
MANILA	PUENANG	Brit. str.	—	E. B. Rolfe	JARDINE, MATHESON & Co., LD.	On 25th inst., at 4 p.m.
MANILA	RUH	Brit. str.	—	A. W. O'Connell	SHEWAN TOMES & Co.	On 28th inst., at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 28th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	A. Fraser	NIPPON YUSEN KAISHA	On 28th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	F. Somhill	MELCHERS & Co.	On 22nd inst., at 9 A.M.
MANILA	SUNGKIANG	Brit. str.	1 m.	H. A. Hards	NIPPON YUSEN KAISHA	On 25th inst., at Noon
MANILA	BORNEO	Ger. str.	—	F. Somhill	MELCHERS & Co.	On 22nd inst., at 9 A.M.
MANILA	CEYLON MARU	Jap. str.	—	Fred. Pyne	DAVID SASSON & Co., LTD.	On 20th inst., at Noon
MANILA	GREGORY APCAR	Brit. str.	—	S. H. Beeson	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon
MANILA	KUTANG	Brit. str.	—	Bradley	JAVA-CHINA-JAPAN LIGN	Quick despatch.
MANILA	TIMAH	Dut. str.	—	Boutman	JAVA-CHINA-JAPAN LIGN	Quick despatch.

## COMMERCIAL TRIBUNALS.

## EXPENSIVE LITIGATION.

Lord Brassey presided at the resumed autumnal session of the Chambers of Commerce, at Leeds, on the 21st ult.

Mr. Louis Sinclair moved, on behalf of the new Port Chamber:

That this association views with grave apprehension the verdicts of juries as now composed in commercial cases, and urgently proposes the formation of a commercial tribunal, to be composed of the members of the various Chambers of Commerce, and to be empowered to try all cases of a commercial nature.

He said that litigation had become more and more expensive and conditions more and more hopeless. Going to law was always a very bad thing, especially when they saw the advocates they had engaged at huge fees giving up their cases because they could get better fees elsewhere. (Cries of dissent.) It was time Chambers of Commerce did something to retrieve their position. They desired cheap, good, and quick justice, which could be obtained close to their business homes without the delays of the High Court. (Hear, hear.) Their commercial tribunals should be such as to command the respect and credit of the country. At the present time litigants had to pay all the costs except the judges' salary, and he thought a great commercial country should contribute something. They wanted assessors who earned the respect of their fellow-men. We had no Minister of Justice; we appointed a judge, and there he remained, whether he had lost his senses, or whether his judgments were good or not. ("Oh!") The system did not provide for the removal of a judge if he became incapable. Commercial cases should be tried by commercial men.

Mr. A. J. Hobson (Sheffield), while disagreeing with portions of the mover's speech, seconded the resolution. He was perfectly satisfied with our judges. His complaint was that there was a tendency on the part of judges to send highly technical cases for arbitration, whether the contestants wished it or not, or whether the cases were suitable for arbitration, which they often were not. He had not quite the same confidence in arbitration as in the judges, because the former might be inclined to favour the parties, such as great railway companies, who could give them more work in the future. Commercial assessors would be able to give judges assistance on technical matters, as was done in the Court of Admiralty with such success.

The resolution was considered unnecessary, and it was rejected.

The conference discussed the need for national military training, which Mr. Hobson, J.P. (Sheffield), said was necessary for preventing the manufacture of landmines and handbombs.

Mr. Stiebel (Nottingham) desired to see compulsory military training. He said the delegates could not be proud of the thousands of uneducated, badly set up, and filthy-mouthed fellows who poured into Nottingham, to look on at, but not to take part in, football matches. The wickedness, dirt, and filth of many English homes were dreadful, and a striking contrast to Germany. Nothing would cure this state of things but character and self-respect, and this could only be got by military training.

Some delegates protested against compulsion, but the motion as originally submitted was carried by an overwhelming majority, amid cheers.

## ROYAL LOVE STORY.

## FRENCH PRINCESS AND BELGIAN PRINCESS.

Princess Clementine of Belgium, who is to marry Prince Victor Bonaparte, arrived at Clever-cross last month accompanied by her father, General Bonaparte, and by her lady-in-waiting, Mlle. de Bussemple. The visit to the Empress Eugenie is primarily to decide the place and date of the wedding.

By a combination of unforeseen circumstances, the Princess on arrival in London found that not a soul was waiting to receive her. It appears that the train arrived ten minutes before the scheduled time, and the Princess was prevented from reaching the station before the time of the train's arrival. The embarrassment of the position was accentuated by the fact that no information had been given to the railway authorities that the Princess was a passenger on the train. The result was that no preparation of any sort had been made. Thus, on alighting on the platform, she found herself in the midst of hustling passengers and piles of luggage. The Princess, however, at once had inquiry made, and the circumstances were satisfactorily explained.

In the meantime Mr. Trowbridge, senior superintendent, placed his private office at the Princess's disposal, and here she awaited the Prince, who was according to the time table, in time to meet the train.

The Prince was at once conducted to the superintendent's office, and shortly afterwards left for Waterloo with the Princess. They caught the 5.50 to Farnborough.

Tall and exceedingly graceful, Princess Clementine looked well in a black coat and skirt with a white stripe. She wore a black picture hat trimmed with feathers. She will return to Brussels at the end of the week.

The story of this betrothal is a romance. It was six years ago that Princess Clementine first gave her heart to the heir of the Bonaparte dynasty and the Pretender to the French throne. As a pretender he was not formidable. It is true that there is a body of men in France who still cherish the traditions of the Napoleonic régime and who still dream and talk of a new Emperor of the French. To them Prince Victor is marked out as the Man of Destiny, and for that reason the French Republic declines to have him within its borders.

## PRINCE WITHOUT ILLUSIONS.

Prince Victor himself has no illusions on the subject. For years he has been an exile in Brussels living comfortably enough on his moderate income of £2,000 a year, and discountenancing the foolish little plots into which his adherents have tried to drag him. As a comparatively young man of 42 he fell genuinely in love with Leopold's daughter, Clementine. They met many times at the house of the Countess of Flanders, mother of the present King of the Belgians, and the Princess, unhappy in her home life, and on bad terms with both her parents, desired earnestly to be married to a man who has considerable strength of character and a simple heart.

But the old King Leopold refused his consent to the betrothal. He favoured the Orleans family, he hated the Bonapartes, and it did not suit his policy with the French Republic to have his daughter married to one of the Royalist Pretenders.

The Countess of Flanders interceded for them, but Leopold refused to reconsider his decision. The aged Empress Eugenie, with whom Prince Victor has always been a favourite, travelled to Brussels and pleaded for the lovers, but with no more effect. The Countess Clementine fell ill, and Dr. Thieriax, the Court physician, told the old King of the Belgians that the shattered nerves of the Princess and her enduring unappiness reproached her father. Monsignor Simon, the Court chaplain, was another champion of the cause, but Leopold would not give way.

PRINCESS BREAKS DOWN.

The Princess, living apart from her parents, and Prince Victor, an exile from France, met each other in private houses of friends and in the drawing-rooms of the Countess of Flanders and the present King. But they never appeared together publicly, and both were absentees at Court.

A celebrated incident, which caused some sensation a year or two ago, took place at a paper-chase on horseback, which was won by Prince Victor. Princess Clementine had been appointed to give away the paper, and when the victor came for his reward and she placed the ribbon upon his breast the tears came, so that all present were profoundly touched.

Upon the death of King Leopold the two lovers again appeared at Court, and shortly afterwards it was announced that young King Albert had given his cordial consent to their union.

Princess Clementine is now 38 years old, a charming and beautiful woman, in spite of her extreme pallor and her dark eyes. Her future husband, who is now 48, is a square-built, soldierly man, who is said to bear a strong resemblance to the great Napoleon if he did not wear a big black moustache.

## TO BE MARRIED IN ITALY.

A Brussels telegram states that it has been decided definitely that the marriage of Princess Clementine and Prince Victor will not take place at Farnborough, owing to the ill-health of Princess Clementine, the bridegroom's mother. The ceremony will take place at the Castle of Montecitorio, near Turin. An Austrian Archduke and General Louis Bonaparte will act as best men for the bridegroom and Prince de Ligne will be among those in attendance. The ceremony will be private, but there will be a great gathering of princes, and it is believed that the King of Italy will be present.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Hendrick, R.N.R.	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 29th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN Capt. C. R. Longden, R.N.R.	On 2nd Nov.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,  
Superintendent

Hongkong, 20th October, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 21st Oct., 10 A.M.
SHANGHAI	"ANHUI"	On 22nd Oct., 4 P.M.
MANILA	"TEAN"	On 23rd Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUBICHOV"	On 24th Oct., 4 P.M.
ILOILO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
FARE, 45 SINGLE and 30 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 20th October, 1910.

BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIPSANG"	Monday, 24th Oct., Noon
SHANGHAI	"KWONGSANG"	Tuesday, 25th Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., Noon
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

## RETURN TOURS TO JAPAN.

### OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
Telephone No. 215, Sub. Exch. 4.  
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HONGKONG, 20th October, 1910.

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGER

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS & CO.,  
AGENTS.

Hongkong, 11th October 1910

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## FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.
"HAICHING"	Capt. W. O. Passmore	FRIDAY, 28th Oct., at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	SUNDAY, 23rd Oct., at 11 A.M.
		WED'DAY, 26th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage apply to—

DOUGLAS, LAPEL & Co.,  
GENERAL MANAGERS.

Hongkong, 20th October 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RURI	2540	E. Rodger	Manila	On 22nd Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon.

For Freight or Passage apply to  
HONGKONG, 9th October, 1910.

SHEWAN, TOMES & Co.  
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## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. C. FRED. LAEISZ 24th Oct.
S.S. SUBVIA ... 4th Nov.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. WESTPHALIA ... 17th Nov.	S.S. BELGROVIA ... 3rd Nov.
S.S. ARABIA ... 18th Nov.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SCANDIA ... 1st Dec.	S.S. ARMENTA ... 9th Nov.
S.S. BRISGAVIA ... 16th Dec.	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 30th Dec.	S.S. SENEGAMBIA ... 18th Nov.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SUBVIA ... 20th Nov.
	MARSEILLE, HAVRE & HAMBURG:
	S.S. SUBVIA ... 30th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 14th October 1910.

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S.S. BUJO MARU ... 10,500 tons gross ...	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " "	Dec. 21st, at Noon.
S.S. KIYO MARU ... 1,200 " "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

# NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG and COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. A. Christensen, KAMO MARU Capt. P. L. Sommer,	9,000 3,000 9,000	WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight. WED'DAY, 23rd Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl,	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 23rd Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 26th Oct., at Noon.
YOKOHAMA	KAWACHI MARU Capt. H. Petersen,	7,000	SUNDAY, 23rd October.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyno,	6,000	WED'DAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	8,000	WED'DAY, 26th October.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma,	7,000	THURSDAY, 27th Oct., at 5 P.M.

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# PASSENGER SEASON, 1911.

## SAILINGS AND PASSAGE RATES FROM HONGKONG.

### To MARSEILLES and LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
ITO	7000	15th "	" " 2nd Class S 325.00
HIRANO	9000	29th "	" " 1st Class S 540.00
KAMO	9000	12th April	" " old str. 1st Class S 500.00
AKI	7000	26th "	" " 2nd Class S 350.00
MISHIMA	9000	10th May	" " 2nd Class S 495.00

### VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S 480
TAMBA	7000	25th April	" " 2nd Class S 221
AWA	7000	23rd May	To London via New York:
			1st Class S 260
			" " 2nd Class S 259

For further information as to Freight, Passage, Sailings, &amp;c., apply at

T. KUSUMOTO,  
MANAGER.

Hongkong, 7th September, 1910.

# OSAKA SHOSEN KAISHA.

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FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
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	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon.

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FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"BOSHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

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S. HIROI,  
MANAGER

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